The Commonwealth of Massachusetts

DEPARTMENT OF PUBLIC UTILITIES

PIPELINE ENGINEERING AND SAFETY DIVISION

INCIDENT REPORT

71 Such Drive, Attleboro, Massachusetts
February 9, 2013

PIPELINE ENGINEERING AND SAFETY DIVISION

71 Such Drive, Attleboro, Massachusetts

February 9, 2013

Columbia Gas of Massachusetts

*Estimated Property Damage: $86,000.00

Injuries: 0

Report Issued: December 9, 2015

* Estimated by Columbia Gas of Massachusetts

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I. INTRODUCTION

A. Scope of the Investigation

The Massachusetts Department of Public Utilities ("Department"), Pipeline Engineering and Safety Division ("Division"), pursuant to G.L. c. 164, § 105A and a Federal Certification Agreement as provided for in 49 U.S.C. § 60105, has investigated a natural gas ("gas") release at 71 Such Drive, Attleboro, MA, on February 9, 2013 ("Incident").[1] The release of gas may have contributed to an incident and fire and property damages estimated at $86,000.00, as estimated by Columbia Gas of Massachusetts ("CMA" or "Operator") (Exh. 1).

As part of the Department's annual certification process by the United States Department of Transportation ("U.S. DOT"), the Department must report to the U.S. DOT

> each accident or incident . . . involving a fatality, personal injury requiring hospitalization, or property damage or loss of more than an amount the Secretary establishes... and any other accident the [Department] considers significant, and a summary of the investigation by the [Department] of the cause and circumstances surrounding the accident or incident. 49 U.S.C. § 60105(c).

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[1] Incident, as defined by 49 CFR § 191.3, means any of the following events:
(1) An event that involves a release of gas from a pipeline, or of liquefied natural gas, liquefied petroleum gas, refrigerant gas, or gas from an LNG facility, and that results in one or more of the following consequences:
(i) A death, or personal injury necessitating in-patient hospitalization;
(ii) Estimated property damage of $50,000 or more, including loss to the operator and others, or both, but excluding cost of gas lost;
(iii) Unintentional estimated gas loss of three million cubic feet or more;
(2) An event that results in an emergency shutdown of an LNG facility. Activation of an emergency shutdown system for reasons other than an actual emergency does not constitute an incident.
(3) An event that is significant in the judgment of the operator, even though it did not meet the criteria of paragraphs (1) or (2) of this definition.

The purpose of this report is to inform the U.S. DOT as to the cause and origin surrounding the Incident.

The Department has established procedures for determining the nature and extent of violations of codes and regulations pertaining to the safety of pipeline facilities and the transportation of gas, including but not limited to, G.L. c. 164, §§ 76, 76C, and 105A and 220 CMR §§ 69.00 and 101.00 through 113.00. The Division also enforces the U.S. DOT safety standards for gas pipeline systems as set forth in 49 CFR Parts 40, 192, 193, and 199.

B. Overview of Incident

On February 9, 2013, the Attleboro Fire Department received an alarm of a fire at 71 Such Drive, Attleboro at approximately 7:11 p.m. The Attleboro Fire Department arrived on site at 7:15 p.m. (Exh. 2).

The State Fire Marshall was notified of the fire and dispatched three troopers at approximately 8:00 p.m.

At approximately 9:00 p.m., the Department received notice from CMA of an incident at 71 Such Drive, Attleboro (Exh. 3). The Department dispatched two investigators to the scene.

Upon arrival, the Department investigators observed that a residential one story mobile home with asphalt shingle roof had been completely destroyed (Exh.3). Gas leaking from a fractured service[2] riser (Exh. 4), at the meter location, may have contributed to the fire. The

[2] Service line means a distribution line that transports gas from a common source of supply to an individual customer, to two adjacent or adjoining residential or small commercial customers, or to multiple residential or small commercial customers served through a meter header or manifold. A service line ends at the at the outlet of the customer meter or at the connection to a customer's piping, whichever is further downstream, or at the connection to customer piping if there is no meter. See 49 C.F.R. 192.3

mobile home, which was located within a trailer park, was occupied by two residents. Neither of the residents was injured by the fire.

II. THE DEPARTMENT'S INVESTIGATION

A. Description of the Gas Facilities

Some of the mobile homes within the trailer park are supplied with natural gas that is used for heating, cooking, or hot water. Each home supplied by natural gas is individually metered from the distribution system within the mobile home park. The mobile home at 71 Such Drive had its meter set and meter protection (Exh. 5) located in the driveway area. Other mobile homes within the mobile home park had their meters located on the opposite side of the home, where there was no driveway. Located beneath Such Drive is a 2 inch coated steel distribution main[3] that was installed in 1972. The gas main is on the west side of the Such Drive, closest to the house at 71 Such Drive. The operating pressure at the time of the incident was 71 pounds per square inch gauge ("psig")[4] at the Dunham Street regulator station, which is in the downtown area of Attleboro. The operating pressure at 71 Such Drive was 60 psig, as determined by CMA.

The service line supplying 71 Such Drive was supplied by the existing two inch coated steel main located beneath Such Drive. The service line had been installed as a 0.75 inch (3/4") coated steel pipe and put into service in 1972. A section of the service line was

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[3] A gas main is a distribution line that serves as a common source supply for more than one gas service line.

[4] Pounds per square inch gauge refer to the pressure expressed in pounds exerted on one square inch of surface area. The designation "gauge," indicates the readings are already adjusted to ignore the surrounding atmospheric pressure, which is 14.7 psi at sea level. If psig gauge were not connected to any pressure source, it would read zero even though it is actually sensing 14.7 psi at sea level.

replaced with 0.5 inch (1/2") plastic pipe in 1993. The plastic pipe segment was installed between the main and the curb valve[5]. Exiting the curb valve, the service line transitioned from the 0.5 inch plastic to 0.75 inch coated steel. The service line branched and supplied number 71 and 72 Such Drive. Located at the meter set at 71 Such Drive there was a two inch steel bollard[6] installed to protect CMA's facilities.

B. Description of the Scene

Such Drive in Attleboro is a narrow road within this mobile home park running north and south. The mobile homes are spaced approximately thirty (30) feet apart. The numbering system runs consecutively as opposed to even numbers on one side and odd numbers on the other side. 71 Such Drive is on the west side of the road. Each mobile home has an allotted space for parking. The homes are constructed of sheet aluminum and wood and rest on concrete blocks that are supported by concrete slabs. This creates a crawl space under the mobile homes, with this space being enclosed by a "skirt".

The mobile home at 71 Such Drive, Attleboro was completely consumed by the fire. The southeast portion of the mobile home, which was the front bedroom, sustained most of the damage (Exh. 6). This section of the home was adjacent to the gas meter supplying natural gas to the mobile home. The aluminum side wall and its supporting wood structure were burned away leaving a gaping hole in the side of the mobile home.

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5 A curb valve is a service line valve buried near the property line with a valve box that makes the valve accessible.

6 Steel posts used to protect operator facilities from vehicular damage.

C. Columbia Gas of Massachusetts

1. Outside Leak Investigation

On the day of the incident, CMA conducted a subsurface gas leak survey of the area around 71 Such Drive (Exh. 7). CMA technicians also entered several other dwellings to check for leakage. There were no leaks discovered at 71 Such Drive and no leaks were discovered on the distribution main in front of 71 Such Drive.

On February 10, 2013, at approximately 12:01 a.m., an additional leakage survey was completed of the area near 71 Such Drive using a flame-ionization (FI) unit[7]. At 12:30 a.m., the survey was completed. All results were negative.

On February 13, 2013, a gas leakage survey was conducted on other streets within the mobile home park. The results are as follows:

1. A non-hazardous leak was discovered at 2 Melissa Drive.
2. Non-hazardous leaks were discovered at 38, 45, and 47 Catherine Drive.

2. Odorization

State regulation, 220 CMR § 101.06(20), requires operators to odorize natural gas in their distribution systems. Gas must have a "distinctive odor of sufficient intensity so that a concentration of 0.15% gas in the air is readily perceptible to the normal or average olfactory senses of a person coming from fresh uncontaminated air into a closed room." The state regulation also requires a gas operator to conduct periodic sampling of odorant concentrations throughout their system. CMA conducts odorant sampling throughout its system on a monthly basis. On February 9, 2015, odorant tests were conducted in Attleboro. The results of the tests are as follows (Exh. 8).

[7] Flame ionization gas detector is a type of leak detection instrument.

1. 1123 Oak Hill Avenue, Attleboro T=0.07% A=0.10%

2. 91 Such Drive, Attleboro T=0.05% A=0.09%

3. 13 Melissa Drive, Attleboro T=0.09% A=0.14%

T= Threshold Odor Level (% Gas in Air) A= Actual Odor Level (% Gas in Air)

The actual odor detection level of gas and air, which ranged from 0.09% to 0.14% gas in air, indicated that the odorant was within the limit prescribed in the state regulation. The odorant level also met the federal pipeline safety requirement, contained in 49 CFR Part 192, § 192.625, which requires that gas be odorized so that it can be detected at a level of one percent gas in air.

3. Pressure Test of the Gas Service

Pressure tests were conducted of the underground sections of the gas service line to 71 and 72 Such Drive. The results of the pressure testing indicated that there was slight leakage on the segment of the branch service line to 72 Such Drive. The underground leakage was determined to be insignificant and did not contribute to the Incident (Exh. 9).

D. Failure Analysis of Pipe Sections

Massachusetts Materials Research, Inc. ("MMR") conducted failure analysis of the equipment from 71 Such Drive and issued a report ("MMR Report")[8]. The evidence partly consisted of the meter, regulator, piping, and bollard. MMR conducted visual inspection, radiographic examination, microscope examination, fracture surface condition, and chemical analysis. MMR's analysis and testing found:

> "The fire damage to 71 Such Drive was consistent with the riser pipe break being the source of the incident, but the break itself is unusual in multiple ways. First, although the

[8] Copies of the MMR report can be obtained by contacting: Veda-Anne Ulcickas, Massachusetts Materials Research, Inc., P.O. Box 810, Century Drive, West Boylston, MA 01583

> bollard was apparently struck at some point, likely by a car, the meter and regulator next to it did not exhibit impact damage. Second, the riser pipe was pulled away from the stopcock completely rather than just exhibiting a more typical crack; this indicates a reasonable amount of applied force beyond which most people are capable without mechanical assistance. Third, corrosion was not a factor in this pipe break and no defects were noted in the jurisdictional equipment that might have caused or contributed to such a break or made its creation easier. There was no obvious reason for this break detected by this investigation."
>
> "While no obvious reason for the pipe break was detected by this investigation, a possible scenario does exist that would explain the markings on the meter and the pulled away orientation of the riser. If a snowbank or similar pile adjacent to or surrounding the gas equipment were struck by a car, then enough force to break the riser could easily be applied and the equipment would not necessarily be impact damaged beyond the break. The mound of shifting snow could provide enough cushioning to avoid obvious dents and scrapes. The subsequent fire would melt any such snow pile. Incidentally, a snow pile of this type could also explain why the meter and regulator were so intact, despite their proximity to such extensive residence damage."

The State Fire Marshall's report concluded that its investigation was also unable to identify how the gas meter at 71 Such Drive was damaged and was unable to identify the ignition source of the natural gas vapors (Exh. 10). The fire was ruled accidental in nature and the cause and origin could not be determined.

III. FINDINGS AND CONCLUSIONS

A. Findings & Field Observations:

1. A two inch steel main was laid under Such Drive, Attleboro in 1972.

2. The operating pressure in the main on February 9, 2013 was approximately 60 psig.

3. A three quarter inch steel service line to 71 Such Drive, Attleboro was installed in 1972. The section of plastic service line was installed in 1993.

4. Columbia Gas of Massachusetts responded to a gas incident and was at the scene at approximately 7:55 p.m. on February 9, 2013.

5. Columbia Gas of Massachusetts' records indicate that the gas was odorized to meet both the state and federal requirements.

6. Leakage survey readings at 71 Such Drive after the incident were negative.

7. Gas venting from a broken service riser was ignited.

8. The source of ignition is unknown.

9. The fire completely destroyed the mobile home.

10. The cause of the failure of the riser pipe could not be determined.

B. Conclusions

MMR was unable to determine the cause of the failure of the riser pipe. Investigators did not determine a source of ignition. Leakage surveys and pressure testing conducted at the scene did not indicate that a slight leak that was discovered contributed to the Incident. The cause and origin of the Incident at 71 Such Drive, Attleboro is unknown and undetermined.

EXHIBIT 1

CMA Incident Report to the U.S. Department of Transportation

NOTICE: This report is required by 49 CFR Part 191. Failure to report can result in a civil penalty not to exceed 100,000 for each violation for each day that such violation persists except that the maximum civil penalty shall not exceed $1,000,000 as provided in 49 USC 60122.	OMB NO: 2137-0522 EXPIRATION DATE: 02/28/2014
U.S Department of Transportation Pipeline and Hazardous Materials Safety Administration	**Original Report Date:** 03/04/2013 **No.** 20130024- 15615 (DOT Use Only)

INCIDENT REPORT - GAS DISTRIBUTION SYSTEM

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2137-0522. Public reporting for this collection of information is estimated to be approximately 10 hours per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, PHMSA, Office of Pipeline Safety (PHP-30) 1200 New Jersey Avenue, SE, Washington, D.C. 20590.

INSTRUCTIONS

Important: Please read the separate instructions for completing this form before you begin. They clarify the information requested and provide specific examples. If you do not have a copy of the instructions, you can obtain one from the PHMSA Pipeline Safety Community Web Page at http://www.phmsa.dot.gov/pipeline.

PART A - KEY REPORT INFORMATION

Report Type: *(select all that apply)*	Original:	Supplemental:	Final:
	Yes		
Last Revision Date			
1. Operator's OPS-issued Operator Identification Number (OPID):	1209		
2. Name of Operator	COLUMBIA GAS OF MASSACHUSETTS		
3. Address of Operator:			
3a. Street Address	4 TECHNOLOGY DRIVE		
3b. City	WESTBOROUGH		
3c. State	Massachusetts		
3d. Zip Code	01581		
4. Local time *(24-hr clock)* and date of the Incident:	02/09/2013 19:20		
5. Location of Incident:			
5a. Street Address or location description	71 Such Drive		
5b. City	Attleboro		
5c. County or Parish	Bristol		
5d. State:	Massachusetts		
5e. Zip Code:	02703		
5f. Latitude:	41.910158		
Longitude:	-71.265726		
6. National Response Center Report Number:	1038045		
7. Local time *(24-hr clock)* and date of initial telephonic report to the National Response Center:	02/09/2013 21:04		
8. Incident resulted from:	Unintentional release of gas		
9. Gas released:	Natural Gas		
- Other Gas Released Name:			
10. Estimated volume of gas released - Thousand Cubic Feet (MCF):	60.00		
11. Were there fatalities?	No		
- If Yes, specify the number in each category:			
11a. Operator employees			
11b. Contractor employees working for the Operator			
11c. Non-Operator emergency responders			
11d. Workers working on the right-of-way, but NOT associated with this Operator			
11e. General public			
11f. Total fatalities (sum of above)			
12. Were there injuries requiring inpatient hospitalization?	No		
- If Yes, specify the number in each category:			
12a. Operator employees			
12b. Contractor employees working for the Operator			
12c. Non-Operator emergency responders			
12d. Workers working on the right-of-way, but NOT associated with this Operator			
12e. General public			
12f. Total injuries (sum of above)			
13. Was the pipeline/facility shut down due to the incident?	Yes		
- If No, Explain:			

- If Yes, complete Questions 13a and 13b: *(use local time, 24-hr clock)*	
13a. Local time and date of shutdown:	02/09/2013 21:22
13b. Local time pipeline/facility restarted:	02/10/2013 23:00
- Still shut down? (* Supplemental Report Required)	
14. Did the gas ignite?	Yes
15. Did the gas explode?	No
16. Number of general public evacuated:	40
17. Time sequence *(use local time, 24-hour clock)*:	
17a. Local time operator identified Incident:	02/09/2013 19:22
17b. Local time operator resources arrived on site:	02/09/2013 19:55
PART B - ADDITIONAL LOCATION INFORMATION	
1. Was the Incident on Federal land?	No
2. Location of Incident	Private property
3. Area of Incident:	Aboveground
Specify:	Typical aboveground facility piping or appurtenance (e.g. value or regulator station, outdoor meter set)
If Other, Describe:	
Depth of Cover:	
4. Did Incident occur in a crossing?	No
- If Yes, specify type below:	
- If Bridge crossing --	
Cased/ Uncased:	
- If Railroad crossing --	
Cased/ Uncased/ Bored/drilled	
- If Road crossing --	
Cased/ Uncased/ Bored/drilled	
- If Water crossing --	
Cased/ Uncased	
Name of body of water (If commonly known):	
Approx. water depth (ft):	
PART C - ADDITIONAL FACILITY INFORMATION	
1. Indicate the type of pipeline system:	Natural Gas Distribution, privately owned
- If Other, specify:	
2. Part of system involved in Incident:	Outside Meter/Regulator set
- If Other, specify:	
2a. Year "Part of system involved in Incident" was installed:	1972
Unknown?	
3. When "Main" or "Service" is selected as the "Part of system involved in Incident" (from PART C, Question 2), provide the following:	
3a. Nominal diameter of pipe (in):	
3b. Pipe specification (e.g., API 5L, ASTM D2513):	
Unknown?	
3c. Pipe manufacturer:	
Unknown?	
3d. Year of manufacture:	
Unknown?	
4. Material involved in Incident:	Steel
- If Other, specify:	
4a. If Steel, Specify seam type:	
None/Unknown?	Unknown
4b. If Steel, Specify wall thickness *(inches)*:	
Unknown?	Yes
4c. If Plastic, Specify type:	
- If Other, describe:	
4d. If Plastic, Specify Standard Dimension Ratio (SDR):	
Or wall thickness:	
Unknown?	
4e. If Polyethylene (PE) is selected as the type of plastic in Part C, Question 4.c:	
- Specify PE Pipe Material Designation Code (i.e. 2406, 3408, etc.)	
Unknown?	
5. Type of release involved :	Other
- If Mechanical Puncture - Specify Approx size:	
Approx. size: in. (axial):	
in. (circumferential):	
- If Leak - Select Type:	

- If Other, Describe:	
- If Rupture - Select Orientation:	
- If Other, Describe:	
Approx. size: (widest opening):	
(length circumferentially or axially):	
- If Other - Describe:	vehicle or snow reoval equipment struck the above ground meter set causing threaded fitting to split.
PART D - ADDITIONAL CONSEQUENCE INFORMATION	
1. Class Location of Incident :	Class 2 Location
2. Estimated Property Damage :	
2a. Estimated cost of public and non-Operator private property damage	$ 80,000
2b. Estimated cost of Operator's property damage & repairs	$ 3,000
2c. Estimated cost of Operator's emergency response	$ 3,000
2d. Estimated other costs	$ 0
- Describe:	
2e. Total estimated property damage (sum of above)	$ 86,000
Cost of Gas Released	
2f. Estimated cost of gas released	$ 650
3. Estimated number of customers out of service:	
3a. Commercial entities	0
3b. Industrial entities	0
3c. Residences	2
PART E - ADDITIONAL OPERATING INFORMATION	
1. Estimated pressure at the point and time of the Incident (psig):	80.00
2. Normal operating pressure at the point and time of the Incident (psig):	80.00
3. Maximum Allowable Operating Pressure (MAOP) at the point and time of the Incident (psig):	99.00
4. Describe the pressure on the system relating to the Incident:	Pressure did not exceed MAOP
5. Was a Supervisory Control and Data Acquisition (SCADA) based system in place on the pipeline or facility involved in the Incident?	Yes
- If Yes:	
5a. Was it operating at the time of the Incident?	Yes
5b. Was it fully functional at the time of the Incident?	Yes
5c. Did SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume or pack calculations) assist with the detection of the Incident?	No
5d. Did SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume calculations) assist with the confirmation of the Incident?	No
6. How was the Incident initially identified for the Operator?	Notification from Emergency Responder
6a. If "Controller", "Local Operating Personnel, including contractors", "Air Patrol", or "Ground Patrol by Operator or its contractor" is selected in Question 6, specify the following:	
- If Other, Specify:	
7. Was an investigation initiated into whether or not the controller(s) or control room issues were the cause of or a contributing factor to the Incident?	No, the Operator did not find that an investigation of the controller(s) actions or control room issues was necessary due to: (provide an explanation for why the Operator did not investigate)
- If No, the operator did not find that an investigation of the controller(s) actions or control room issues was necessary due to: (*provide an explanation for why the operator did not investigate*)	gas release rate was insignificant. would not have affected SCADA readings or caused alarms
- If Yes, Specify investigation result(s) *(select all that apply)*:	
- Investigation reviewed work schedule rotations, continuous hours of service (while working for the Operator), and other factors associated with fatigue	
- Investigation did NOT review work schedule rotations, continuous hours of service (while working for the Operator), and other factors associated with fatigue	
- Provide an explanation for why not:	
- Investigation identified no control room issues	
- Investigation identified no controller issues	
- Investigation identified incorrect controller action or controller error	
- Investigation identified that fatigue may have affected the controller(s) involved or impacted the involved controller(s) response	

- Investigation identified incorrect procedures	
- Investigation identified incorrect control room equipment operation	
- Investigation identified maintenance activities that affected control room operations, procedures, and/or controller response	
- Investigation identified areas other than those above	
Describe:	

PART F - DRUG & ALCOHOL TESTING INFORMATION

1. As a result of this Incident, were any Operator employees tested under the post-accident drug and alcohol testing requirements of DOT's Drug & Alcohol Testing regulations?	No
- If Yes:	
1a. Specify how many were tested:	
1b. Specify how many failed:	
2. As a result of this Incident, were any Operator contractor employees tested under the post-accident drug and alcohol testing requirements of DOT's Drug & Alcohol Testing regulations?	No
- If Yes:	
2a. Specify how many were tested:	
2b. Specify how many failed:	

PART G - CAUSE INFORMATION

Select only one box from PART G in shaded column on left representing the Apparent Cause of the Incident, and answer the questions on the right. Describe secondary, contributing, or root causes of the Incident in the narrative (PART H).

Apparent Cause:	G4 - Other Outside Force Damage
G1 - Corrosion Failure – only one **sub-cause** can be picked from shaded left-hand column	
Corrosion Failure Sub-Cause:	
- If External Corrosion:	
1. Results of visual examination:	
- If Other, Specify:	
2. Type of corrosion:	
- Galvanic	
- Atmospheric	
- Stray Current	
- Microbiological	
- Selective Seam	
- Other	
- If Other, Describe:	
3. The type(s) of corrosion selected in Question 2 is based on the following:	
- Field examination	
- Determined by metallurgical analysis	
- Other	
- If Other, Describe:	
4. Was the failed item buried under the ground?	
- If Yes:	
4a. Was failed item considered to be under cathodic protection at the time of the incident?	
- If Yes, Year protection started:	
4b. Was shielding, tenting, or disbonding of coating evident at the point of the incident?	
4c. Has one or more Cathodic Protection Survey been conducted at the point of the incident?	
If "Yes, CP Annual Survey" – Most recent year conducted:	
If "Yes, Close Interval Survey" – Most recent year conducted:	
If "Yes, Other CP Survey" – Most recent year conducted:	
- If No:	
4d. Was the failed item externally coated or painted?	
5. Was there observable damage to the coating or paint in the vicinity of the corrosion?	
6. Pipeline coating type, if steel pipe is involved:	
- If Other, Describe:	
- If Internal Corrosion:	
7. Results of visual examination:	
- If Other, Describe:	

8. Cause of corrosion *(select all that apply)*:	
- Corrosive Commodity	
- Water drop-out/Acid	
- Microbiological	
- Erosion	
- Other	
- If Other, Specify:	
9. The cause(s) of corrosion selected in Question 8 is based on the following: *(select all that apply)*:	
- Field examination	
- Determined by metallurgical analysis	
- Other	
- If Other, Describe:	
10. Location of corrosion *(select all that apply)*:	
- Low point in pipe	
- Elbow	
- Drop-out	
- Other	
- If Other, Describe:	
11. Was the gas/fluid treated with corrosion inhibitor or biocides?	
12. Were any liquids found in the distribution system where the Incident occurred?	
Complete the following if any Corrosion Failure sub-cause is selected AND the "Part of system involved in incident" (from PART C, Question 2) is Main, Service, or Service Riser.	
13. Date of the most recent Leak Survey conducted	
14. Has one or more pressure test been conducted since original construction at the point of the Incident?	
- If Yes:	
Most recent year tested:	
Test pressure:	
G2 – Natural Force Damage – only one **sub-cause** can be picked from shaded left-handed column	
Natural Force Damage – Sub-Cause:	
- If Earth Movement, NOT due to Heavy Rains/Floods:	
1. Specify:	
- If Other, Specify:	
- If Heavy Rains/Floods:	
2. Specify:	
- If Other, Specify:	
- If Lightning:	
3. Specify:	
- If Temperature:	
4. Specify:	
- If Other, Specify:	
- If High Winds:	
- Other Natural Force Damage:	
5. Describe:	
Complete the following if any Natural Force Damage sub-cause is selected.	
6. Were the natural forces causing the Incident generated in conjunction with an extreme weather event?	
6.a If Yes, specify *(select all that apply)*:	
- Hurricane	
- Tropical Storm	
- Tornado	
- Other	
- If Other, Specify:	
G3 – Excavation Damage – only one **sub-cause** can be picked from shaded left-hand column	
Excavation Damage – Sub-Cause:	
- If Excavation Damage by Operator (First Party):	
- If Excavation Damage by Operator's Contractor (Second Party):	
- If Excavation Damage by Third Party:	

- If Previous Damage due to Excavation Activity:	
Complete the following ONLY IF the "Part of system involved in Incident" (from Part C, Question 2) is Main, Service, or Service Riser.	
1. Date of the most recent Leak Survey conducted	
2. Has one or more pressure test been conducted since original construction at the point of the Incident?	
- If Yes:	
Most recent year tested:	
Test pressure:	
Complete the following if Excavation Damage by Third Party is selected.	
3. Did the operator get prior notification of the excavation activity?	
3a. If Yes, Notification received from: *(select all that apply)*:	
- One-Call System	
- Excavator	
- Contractor	
- Landowner	
Complete the following mandatory CGA-DIRT Program questions if any Excavation Damage sub-cause is selected.	
4. Do you want PHMSA to upload the following information to CGA-DIRT (www.cga-dirt.com)?	
5. Right-of-Way where event occurred *(select all that apply)*:	
- Public	
- If Public, Specify:	
- Private	
- If Private, Specify:	
- Pipeline Property/Easement	
- Power/Transmission Line	
- Railroad	
- Dedicated Public Utility Easement	
- Federal Land	
- Data not collected	
- Unknown/Other	
6. Type of excavator :	
7. Type of excavation equipment :	
8. Type of work performed :	
9. Was the One-Call Center notified?	
9a. If Yes, specify ticket number:	
9b. If this is a State where more than a single One-Call Center exists, list the name of the One-Call Center notified:	
10. Type of Locator:	
11. Were facility locate marks visible in the area of excavation?	
12. Were facilities marked correctly?	
13. Did the damage cause an interruption in service?	
13a. If Yes, specify duration of the interruption:	
14. Description of the CGA-DIRT Root Cause *(select only the one predominant first level CGA-DIRT Root Cause and then, where available as a choice, the one predominant second level CGA-DIRT Root Cause as well)*:	
- Root Cause Description:	
- If One-Call Notification Practices Not Sufficient, specify:	
- If Locating Practices Not Sufficient, specify:	
- If Excavation Practices Not Sufficient, specify:	
- If Other/None of the Above (explain), specify:	

G4 - Other Outside Force Damage - only one **sub-cause** can be selected from the shaded left-hand column	
Other Outside Force Damage – Sub-Cause:	Damage by Car, Truck, or Other Motorized Vehicle/Equipment NOT Engaged in Excavation
- If Nearby Industrial, Man-made, or Other Fire/Explosion as Primary Cause of Incident:	
- If Damage by Car, Truck, or Other Motorized Vehicle/Equipment NOT Engaged in Excavation:	
1. Vehicle/Equipment operated by:	Third Party
- If Damage by Boats, Barges, Drilling Rigs, or Other Maritime Equipment or Vessels Set Adrift or Which Have Otherwise Lost Their Mooring:	
2. Select one or more of the following IF an extreme weather event was a factor:	
- Hurricane	
- Tropical Storm	

- Tornado	
- Heavy Rains/Flood	
- Other	
- If Other, Specify:	
- If Routine or Normal Fishing or Other Maritime Activity NOT Engaged in Excavation:	
- If Electrical Arcing from Other Equipment or Facility:	
- If Previous Mechanical Damage NOT Related to Excavation:	
Complete the following ONLY IF the "Part of system involved in Incident" (from Part C, Question 2) is Main, Service, or Service Riser.	
3. Date of the most recent Leak Survey conducted:	
4. Has one or more pressure test been conducted since original construction at the point of the Incident?	
- If Yes:	
Most recent year tested:	
Test pressure (psig):	
- If Intentional Damage:	
5. Specify:	
- If Other, Specify:	
- If Other Outside Force Damage:	
6. Describe:	
G5 - Pipe, Weld, or Joint Failure - only one **sub-cause** can be selected from the shaded left-hand column	
Pipe, Weld or Joint Failure – Sub-Cause:	
- If Body of Pipe:	
1. Specify:	
- If Other, Describe:	
- If Butt Weld:	
2. Specify:	
- If Other, Describe:	
- If Fillet Weld:	
3. Specify:	
- If Other, Describe:	
- If Pipe Seam:	
4. Specify:	
- If Other, Describe:	
- If Threaded Metallic Pipe:	
- If Mechanical Fitting:	
5. Specify the mechanical fitting involved:	
- If Other, Describe:	
6. Specify the type of mechanical fitting:	
- If Other, Describe:	
7. Manufacturer:	
8. Year manufactured:	
9. Year Installed:	
10. Other attributes:	
11. Specify the two materials being joined:	
11a. First material being jointed:	
- Steel	
- Cast/Wrought Iron	
- Ductile Iron	
- Copper	
- Plastic	
- Unknown	
- Other	
- If Other, Specify:	
11b. If Plastic, specify:	
- If Other Plastic, specify:	
11c. Second material being joined:	
- Steel	
- Cast/Wrought Iron	
- Ductile Iron	

- Copper	
- Plastic	
- Unknown	
- Other	
- If Other, Specify:	
11d. If Plastic, specify:	
- If Other Plastic, Specify:	
12. If used on plastic pipe, did the fitting – as designed by the manufacturer – include restraint?	
12a. If Yes, specify:	
- If Compression Fitting:	
13. Fitting type:	
14. Manufacturer:	
15. Year manufactured:	
16. Year installed:	
17. Other attributes:	
18. Specify the two materials being joined:	
18a. First material being joined:	
- Steel	
- Cast/Wrought Iron	
- Ductile Iron	
- Copper	
- Plastic	
- Unknown	
- Other	
- If Other, specify:	
18b. If Plastic, specify:	
- If Other Plastic, specify:	
18c. Second material being joined:	
- Steel	
- Cast/Wrought Iron	
- Ductile Iron	
- Copper	
- Plastic	
- Unknown	
- Other	
If Other, specify:	
18d. If Plastic, specify:	
- Other Plastic, specify:	
- If Fusion Joint:	
19. Specify:	
- If Other, Specify:	
20. Year installed:	
21. Other attributes:	
22. Specify the two materials being joined:	
22a. First material being joined:	
- If Other, Specify:	
22b. Second material being joined:	
- If Other, Specify:	
- If Other Pipe, Weld, or Joint Failure:	
23. Describe:	
Complete the following if any Pipe, Weld, or Joint Failure sub-cause is selected.	
24. Additional Factors (*select all that apply*):	
- Dent	
- Gouge	
- Pipe Bend	
- Arc Burn	
- Crack	
- Lack of Fusion	
- Lamination	
- Buckle	
- Wrinkle	
- Misalignment	
- Burnt Steel	
- Other	
25. Was the Incident a result of:	
- Construction defect	

Specify:	
- Material defect	
Specify:	
- If Other, Specify:	
- Design defect	
- Previous damage	
26. Has one or more pressure test been conducted since original construction at the point of the Incident?	
- If Yes:	
Most recent year tested:	
Test pressure:	
G6 - Equipment Failure - only one **sub-cause** can be selected from the shaded left-hand column	
Equipment Failure – Sub-Cause:	
- If Malfunction of Control/Relief Equipment:	
1. Specify:	
- Control Valve	
- Instrumentation	
- SCADA	
- Communications	
- Block Valve	
- Check Valve	
- Relief Valve	
- Power Failure	
- Stopple/Control Fitting	
- Pressure Regulator	
- Other	
- If Other, Specify:	
- If Threaded Connection Failure:	
2. Specify:	
- If Other, Specify:	
- If Non-threaded Connection Failure:	
3. Specify:	
- If Other, Specify:	
- If Valve:	
4. Specify:	
- If Other, Specify:	
4a. Valve type:	
4b. Manufactured by:	
4c. Year manufactured:	
- If Other Equipment Failure:	
5. Describe:	
G7 - Incorrect Operation - only one **sub-cause** can be selected from the shaded left-hand column	
Incorrect Operation Sub-Cause:	
- If Damage by Operator or Operator's Contractor NOT Related to Excavation and NOT due to Motorized Vehicle/Equipment Damage:	
- If Valve Left or Placed in Wrong Position, but NOT Resulting in an Overpressure:	
- If Pipeline or Equipment Overpressured:	
- If Equipment Not Installed Properly:	
- If Wrong Equipment Specified or Installed:	
- If "Other Incorrect Operation:	
1. Describe:	
Complete the following if any Incorrect Operation sub-cause is selected.	
2. Was this Incident related to: (select all that apply)	
- Inadequate procedure	
- No procedure established	
- Failure to follow procedure	
- Other	
- If Other, Describe:	

3. What category type was the activity that caused the Incident:	
4. Was the task(s) that led to the Incident identified as a covered task in your Operator Qualification Program?	
4a. If Yes, were the individuals performing the task(s) qualified for the task(s)?	

G8 - Other Incident Cause - only one **sub-cause** can be selected from the shaded left-hand column

Other Incident Cause – Sub-Cause:	
- If Miscellaneous:	
1. Describe:	
- If Unknown:	
2. Specify:	

PART H - NARRATIVE DESCRIPTION OF THE INCIDENT

Outside meter set on residence, 71 Such Drive, Attleboro, MA. showed damage resulting from outside force, presumably a vehicle. Force caused threaded fitting to split and release gas. Gas then ignited and caused residence to suffer extensive damage. incident is still under investigation to determine ignition source and cause of damage as no vehicle or equipment was at the site when responders arrived.

File Full Name Note: The users have to sign in to view the attachment if there is no current user session.

PART I - PREPARER AND AUTHORIZED SIGNATURE

Preparer's Name	Brian Normoyle
Preparer's Title	Operaytions Compliance Manager
Preparer's Telephone Number	508-836-7301
Preparer's E-mail Address	bnormoyle@nisource.com
Preparer's Facsimile Number	508-836-7070
Authorized Signature	
Authorize Signature's Name	Brian Normoyle
Authorized Signature's Title	Operations Compliance Manager
Authorized Signature Telephone Number	508-836-7301
Authorized Signature's Email Address	bnormoyle@nisource.com
Date	03/04/2013

EXHIBIT 2

Attleboro Fire Department Report

Incident Report

2013-1300766 -000

Attleboro Fire

Basic		
Alarm Date and Time	19:11:00	Saturday, February 9, 2013
Arrival Time	19:15:00	
Controlled Date and Time		
Last Unit Cleared Date and Time	23:58:00	Saturday, February 9, 2013
Response Time	0:04:00	
Priority Response	Yes	
Completed	Yes	
Fire Department Station	BC	
Shift	B	
Incident Type	121 - Fire in mobile home used as fixed residence	
Aid Given or Received	N - None	
Alarms	1	
Action Taken 1	11 - Extinguish	
Action Taken 2	33 - Provide advanced life support (ALS)	
Casualties	Yes	
EMS Provided	Yes	
Apparatus - Suppression	9	
Personnel - Suppression Personnel	18	
Property Loss	$80,000.00	
Contents Loss	$25,000.00	
Property Value	$80,000.00	
Contents Value	$25,000.00	
Fire Service Injuries	1	
Other Injuries	1	
Property Use	400 - Residential, other	
Location Type	Address	
Address	71 SUCH DR	
City, State Zip	Attleboro, MA 02703	
District	E4	

Additional Mutual Aid Agencies
Aid Department

Fire	
Structure Type	1 - Enclosed building
Number of Residential	1
Area of Origin	75 - Wall assembly
Heat Source	UU - Undetermined
Item First Ignited	UU - Undetermined
Type of Material	UU - Undetermined
Cause of Ignition	5 - Cause under investigation
Contribution To Ignition 1	UU - Undetermined

Structure	
Status	2 - In normal use
Floor of Origin	1
Stories Above Grade	1
Total Square Feet	500

Incident Report

2013-1300766 -000

Attleboro Fire

Structure	
Fire Spread	4 - Confined to building of origin
Item Contributing To Spread	64 - Flammable liquid/gas in container or pipe
Type of Material Contributing To	11 - Natural gas
Detector Presence	3
AES Presence	3

Fire Service Casualty - Trinidad, John	
Personnel ID	50020
First Name	John
Middle Initial	
Last Name	Trinidad
Name Suffix	
Gender	1 - Male
Age	60
Race	
Ethnicity	
Date of Birth	August 24, 1952
Severity	4 - Lost time injury, moderate severity
Injury Date and Time	19:15:00 Saturday, February 9, 2013
Cause of Injury	U - Undetermined
Activity When Injured	31 - Handling charged hose lines
Primary Body Part Injured	93 - Multiple body parts - whole body
Primary Symptom	97 - Unconscious
Career	
Responses	
Usual Assignment	1 - Suppression
Condition Prior	1 - Rested
Taken To	
Factor Contributing to Injury	NN - None
Object Involved in Injury	
Where Injury Occurred	
On or Inside Structure	
Story of Injury	
Below Grade	
Specific Location	
Vehicle Type	
Protective Equipment	

Civilian Casualty - Beaulieu, Richard	
First Name	Richard
Last Name	Beaulieu
Street Address	
Gender	1 - Male
Age	80
Date of Birth	October 18, 1932
Severity	4 - Life threatening
Injury Date and Time	19:11:00 Saturday, February 9, 2013
Cause of Injury	U - Undetermined

Incident Report Attleboro Fire

2013-1300766 -000

Civilian Casualty - Beaulieu, Richard	
Activity When Injured	1 - Escaping
Primary Symptom	42 - Cardiac arrest
Affiliation	1
Contributing Factor 1	30 - Escape, other

Apparatus - ENG 4	
Apparatus ID	ENG 4
Response Time	0:04:00
Apparatus Dispatch Date and Time	19:11:00 Saturday, February 9, 2013
En route to scene date and time	19:11:00 Saturday, February 9, 2013
Apparatus Arrival Date and Time	19:15:00 Saturday, February 9, 2013
Apparatus priority response	Yes
Number of People	2
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	11 - Engine
Personnel 1	850751 - Brennick, Steven M Position: FFP
Personnel 2	843091 - Jacques, Paul W Position: FF

Apparatus - ENG 5	
Apparatus ID	ENG 5
Response Time	0:08:00
Apparatus Dispatch Date and Time	19:11:00 Saturday, February 9, 2013
En route to scene date and time	19:11:00 Saturday, February 9, 2013
Apparatus Arrival Date and Time	19:19:00 Saturday, February 9, 2013
Apparatus priority response	Yes
Number of People	3
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	11 - Engine
Personnel 1	50137 - Aveiro, Carl P Position: ACTCAPT
Personnel 2	50111 - Capraro, David E Position: FF
Personnel 3	853267 - Pouliot, Daniel J Position: FFE

Apparatus - CAR 2	
Apparatus ID	CAR 2
Response Time	0:09:00
Apparatus Dispatch Date and Time	19:11:00 Saturday, February 9, 2013
En route to scene date and time	19:11:00 Saturday, February 9, 2013
Apparatus Arrival Date and Time	19:20:00 Saturday, February 9, 2013
Apparatus priority response	Yes

Incident Report

2013-1300766 -000

Attleboro Fire

Apparatus - CAR 2	
Number of People	1
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	92 - Chief officer car
Personnel 1	50139 - Greve, Edward P Position: DC

Apparatus - CAR 1	
Apparatus ID	CAR 1
Response Time	0:07:00
Apparatus Dispatch Date and Time	19:11:00 Saturday, February 9, 2013
En route to scene date and time	19:15:00 Saturday, February 9, 2013
Apparatus Arrival Date and Time	19:22:00 Saturday, February 9, 2013
Apparatus priority response	Yes
Number of People	1
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	92 - Chief officer car
Personnel 1	837257 - Lachance, Scott T Position: FC

Apparatus - ENG 1	
Apparatus ID	ENG 1
Response Time	0:11:00
Apparatus Dispatch Date and Time	19:11:00 Saturday, February 9, 2013
En route to scene date and time	19:11:00 Saturday, February 9, 2013
Apparatus Arrival Date and Time	19:22:00 Saturday, February 9, 2013
Apparatus Clear Date and Time	22:58:00 Saturday, February 9, 2013
Apparatus priority response	Yes
Number of People	3
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	11 - Engine
Personnel 1	50050 - Jackson, Keith H Position: CAP
Personnel 2	50266 - Jolly, Gregory G Position: FF
Personnel 3	50020 - Trinidad, John Position: FF

Apparatus - RES 1	
Apparatus ID	RES 1
Response Time	0:13:00
Apparatus Dispatch Date and Time	19:11:00 Saturday, February 9, 2013
En route to scene date and time	19:11:00 Saturday, February 9, 2013

Incident Report Attleboro Fire

2013-1300766 -000

Apparatus - RES 1	
Apparatus Arrival Date and Time	19:24:00 Saturday, February 9, 2013
En route to facility date and time	19:41:00 Saturday, February 9, 2013
Arrive facility date and time	19:53:00 Saturday, February 9, 2013
Apparatus priority response	Yes
Number of People	2
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	76 - ALS unit
Personnel 1	869676 - Priest, Gregory Position: FFP
Personnel 2	886938 - Sabourin, Matthew R Position: FFP

Apparatus - LAD 1	
Apparatus ID	LAD 1
Response Time	0:14:00
Apparatus Dispatch Date and Time	19:11:00 Saturday, February 9, 2013
En route to scene date and time	19:11:00 Saturday, February 9, 2013
Apparatus Arrival Date and Time	19:25:00 Saturday, February 9, 2013
Apparatus priority response	Yes
Number of People	2
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	12 - Truck or aerial
Personnel 1	50229 - Brodeur, Gary P Position: FF
Personnel 2	854042 - Nunes, Andrew J Position: FFP

Apparatus - CAR 3	
Apparatus ID	CAR 3
Response Time	0:13:00
Apparatus Dispatch Date and Time	19:50:00 Saturday, February 9, 2013
En route to scene date and time	19:50:00 Saturday, February 9, 2013
Apparatus Arrival Date and Time	20:03:00 Saturday, February 9, 2013
Apparatus priority response	Yes
Number of People	1
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	92 - Chief officer car
Personnel 1	826293 - Birch, Timothy M Position: CAPT

Apparatus - ENG 6	
Apparatus ID	ENG 6

Incident Report

2013-1300765 -000

Attleboro Fire

Apparatus - ENG 6	
Response Time	0:15:00
Apparatus Dispatch Date and Time	22:16:00 Saturday, February 9, 2013
En route to scene date and time	22:16:00 Saturday, February 9, 2013
Apparatus Arrival Date and Time	22:31:00 Saturday, February 9, 2013
Apparatus priority response	Yes
Number of People	3
Apparatus Use	1
Apparatus Action Taken 1	11 - Extinguish
Apparatus Action Taken 2	33 - Provide advanced life support (ALS)
Apparatus Type	11 - Engine
Personnel 1	50135 - Goyette, Roch S Position: ACTCAPT
Personnel 2	877749 - Jackson, Justin Position: FFP
Personnel 3	50084 - Tondreau, Bruce R Position: FF

Authority	
Reported By	887647 - Meier, Adam J
Officer In Charge	20:45:19 Saturday, February 9, 2013 50139 - Greve, Edward P
Reviewer	16:55:21 Saturday, February 16, 2013

End of Report

EXHIBIT 3

Photographs of the destroyed building

Exhibit 3

EXHIBIT 4

Photograph of the service riser

Exhibit 4

EXHIBIT 5

Photograph of the meter post

Exhibit 5

EXHIBIT 6

Photograph of the most significant damage

Exhibit 6

Exhibit 7

Leak Investigation Results

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC UTILITIES

RESPONSE OF COLUMBIA GAS OF MASSACHUSETTS TO THE FIRST SET OF INFORMATION REQUESTS FROM THE D.P.U. PIPELINE ENGINEERING AND SAFETY DIVISION

71 Such Drive, Attleboro, MA (2-9-13)

Date: June 14, 2013

Responsible: Frank Davis, Jr., Vice President and General Manager

IR-PL-1-1: Provide a detailed sequence of events for the reported incident at 71 Such Drive, Attleboro. At a minimum your response should include:

(a) when CMA received notification of the incident
(b) who reported the incident
(c) the first responders arrival time
(d) notification to CMA dispatch by the first responder for conditions present and request for assistance
(e) when Dispatch notified additional service technicians, distribution personnel and supervisor(s) to report to the Incident and their names
(f) include in your response documentation for, their arrival times; and when CMA initiated an Emergency Notification to staff

Response:

Detailed Sequence of Events

- **7:20 p.m., on February 9, 2013**. At approximately 7:20 p.m. on February 9, 2013, the Attleboro Fire Department contacted the Company's Logistics[1] operation within the Integration Center in Brockton, MA, reporting a natural gas explosion at the Oakhill Ave Trailer Park at 72 Such Drive. The Attleboro Fire Department reported the incident as an "active gas line, indicating to the Company that there was a blowing gas situation requiring CMA crews to get to the location as fast as possible to cut off the flow of gas. (CMA later determined that the address of 72 Such Drive was not correct, the incident was located at 71 Such Drive).

- **7:23 p.m.:** The event occurred on February 9, 2013 during a significant snowstorm event. During the blizzard event, CMA's Emergency Responders were on emergency standby and were pre-staged through the Company's service area. Upon notification by the Attleboro Fire Department, Logistics contacted Scott Buckley, Distribution employee, who was closest to the incident location, and directed him to report to the site. Mr. Buckley was contacted by Logistics as he was traveling from Attleboro to the Seekonk area. Logistics began mobilizing resources to the scene of the incident to help in shutting down main.

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1 "Logistics" is the Company's dispatch operation and is part of the Company's Integration Center.

- **7:34 p.m.:** Because of the storm, Construction Leader Daniel Levesque, On Call Leader for the Brockton Operation, was located in the Integration Center in Brockton, MA. Upon notification from the Attleboro Fire Department, Mr. Levesque immediately conferred with Jim Murphy, Manager, Operations Integration, regarding the blowing gas situation at 72 Such Drive, Attleboro, MA. Logistics is within Mr. Murphy's management responsibility. Mr. Levesque also notified Troy Page, Manager of the Operations Center in Brockton of the situation.

  Also, CMA's Gas Control obtained a pressure reading of 71 psig at approximately the time of the incident at the Dunham Street Station.

- **7:35 p.m.:** Logistics contacted Service Technician David Garnett, and directed him to report to the incident location to assist in shutting off the flowing gas. Mr. Garnett was at home in Dighton, MA. However, due to the severe weather conditions and travel constraints, Logistics decided that Mr. Garnett may be able to reach the location quicker than Mr. Buckley, so he was dispatched as a back-up.

  Also at 7:35 p.m., Mr. Murphy notified Mr. Frank Davis, Vice President and General Manager and Mr. John Joseph, of CMA's local engineering department.

- **7:40 p.m.:** Logistics dispatched Distribution employees Peter Murphy and Kyle Wasylow to the incident location to assist in shutting off the flowing gas.

- **7:55p.m.:** Scott Buckley, Distribution employee, arrived at the incident location. Mr. Buckley first informed the Incident Commander with the Attleboro Fire Department that CMA was on site. Also at this time, Logistics dispatched Inspector Daniel Kelly to the incident location.

- **8:00 p.m.:** Logistics dispatched Locate Technician Gary Lindo to the incident location. Logistics also deployed Distribution employee Ray Raggiani and Distribution Inspector Mike Brady.

  Also, Mr. Levesque headed to the incident location, leaving Brockton at approximately 8:00 p.m., after gathering records that would be needed in the event of a system shutdown. These records included system maps and records on two valves to be operated if it was determined the system must be isolated. Engineering also prepared a user list of the affected area in the event the system is isolated. The system ultimately did not require a shutdown.

- **8:04 p.m.**: David Garnett, Service Technician, arrived at the incident location.

- **8:04 p.m. to 9:02 p.m.** When Mr. Buckley and Mr. Garnett arrived at the incident location, they observed flame coming from the riser, next to a mobile home. The front left corner of the mobile home was engulfed in flames. Conditions were very difficult. It was snowstorm conditions; the location was covered with snow and ice; there were multiple fire and police vehicles blocking the approach to the site, so that CMA had to park its vehicles some distance from the location; and the Fire Department was actively engaged in extinguishing the. Mr. Buckley and Mr. Garnett first checked to see whether the curb cock was visible. Mr. Buckley checked the

measurements provided by Logistics to locate the curb valve. The incident was reported as 72 Such Drive, so the measurements provided to Mr. Buckley were for 72 Such Drive. These measurements were not lining up with the physical location. After discussion with the Park Maintenance for Oakhill Park, Mr. Buckley and Mr. Garnett determined that the address of 72 Such Drive was incorrect; the correct address was 71 Such Drive, which was not discernible to CMA's First Responders due to the snow coverage and the fact that the numbering ran sequentially on the same side of the street, rather than an odd/even basis. Mr. Buckley and Mr. Garnett returned to their vehicle to call up the measurements for 71 Such Drive on the mapping system. Once they obtained the measurements for 71 Such Drive, they were able to use the measurements and markings on the pavement to locate the vicinity of the curb valve. The unit at 71 Such Drive had a new driveway, which had paved over the curb valve. The curb valve was also covered with snow and ice. Mr. Buckley and Mr. Garnett began using a pry bar to find the curb valve.

- **8:39 p.m.:** David Garnett notified Logistics that one individual was taken to the hospital. David Garnett also advised Logistics that he and Mr. Buckley were having difficulty locating the curb valve due to the circumstances of the wrong address, the snow and ice conditions, and the circumstances on the scene.

- **8:44 p.m.**: Telephonic notification of the incident was made to the MDPU.

- **8:50 p.m.:** Dan Levesque arrived on site. The State Fire Marshall was on site when Mr. Levesque arrived.

- **8:53 p.m.:** David Garnett confirms to Logistics that the incident address is 71 Such Drive, not 72 Such Drive as reported by the Attleboro Fire Department. Mr. Garnett also confirms that the customer of record is Richard Beaulieu.

- **8:59 p.m.:** Distribution employees Ray Raggiani and Kyle Wasylow arrive on site.

- **9:02 p.m.:** Gary Lindo, Locate Technician, arrives on site.

- **9:07 p.m.:** Working at the location identified by Scott Buckley and David Garnett, Gary Lindo, Locate Technician, is able to use his box-finder to pinpoint the location of the curb valve as approximately 6" from the point being excavated by Scott Buckley and David Garnett. At this point, Scott Buckley, David Garnett, Gary Lindo, Ray Raggiani, Peter Murphy and Kyle Wasylow are focused on gas shut-off. Gary Lindo had been in the mobile home park previously for mark-out purposes and had a working knowledge of the overall layout. Once the curb valve was fully uncovered, Ray Raggiani manually identified the shut-off location. Kyle Wasylow shut off the valve.

- **9:22 p.m.:** Flowing gas is shut off to 71 Such Drive.

- **9:24 p.m.:** Peter Murphy and Kyle Wasylow are dispatched to respond to a reported gas leak in Canton, MA and departed the incident location. David Garnett is released pending further notification.

- **9:30 p.m.:** Troy Page, Manager of the Operations Center in Brockton, arrives on site. Once the flowing gas was shut-off, Dan Levesque recorded information regarding the effort and began is assessment of the post-incident investigation. His next order of business was to contact Jim Murphy, Manager, Integration Operations and Operations Center Manager (Troy Page) to identify next steps. As this was occurring, Department staff arrived on site and discussed the incident circumstances with Mr. Levesque.

  Also, at 9:30 p.m., Leonard Vine, Fire Investigator with EFI arrives on site.

- **9:37 p.m.:** Mike Brady, Distribution Inspector, arrives on site.

- **10:00 p.m.:** Daniel Kelly, Inspector, arrives on site. Also, Logistics deployed Zack DeSouza, Meter Technician, to the incident location to conduct an odorant level test. Alex Pimental, Service Technician, is dispatched to 24 Catherine Drive for odor call response. Catherine Drive is located in Oakhill Park.

- **10:17 p.m.:** Ray Machado, an outside contractor from Survey & Analysis is dispatched to the incident site to survey the area.

- **10:39 p.m.:** Zack DeSouza, Meter Technician, arrives on site. He completes odorant level testing in three different locations and all readings are within the required and acceptable range. Mr. DeSouza informs Dan Levesque the operating pressure is 60 psig.

- **10:45 to 11:13 p.m.** (exact time indeterminate): Alex Pimental, Service Technician arrives on site after attending to a leak report at 24 Catherine Drive, which is also located in Oakhill Park. At the incident location, Mr. Pimental performs a leak investigation using a bang bar, house to house, around structures. The mobile home structures do not have basements that would need to be entered; however, Mr. Pimental enter a couple of dwellings. Mr. Pimental reported that no leaks were detected.

- **12:01 a.m.:** Ray Machado, from Survey & Analysis, conducts a walking leak survey of the incident area using a flame-ionization unit. The survey was completed at 12:30 am and all readings were negative.

- **3:23 a.m.:** A soap test from the tee to the curb valve was completed and all readings negative.

- **3:52 a.m.:** A pressure test is commenced at 60psig on the service to 71 Such Drive. The test did not hold and a leak was found at the meter valve. A second test was performed and the test pressure did not hold. A decision was made to continue the procedure later at 11:00 a.m. on February 10, 2013.

- **11:00 a.m. on February 10, 2013:** Further pressure testing and preservation of CMA property continued at approximately 11:00 a.m. through the afternoon on February 10, 2013. Additional CMA personnel were on-site at this time, who had not participated in the initial response.

Specific Responses

(a) CMA received notification of the incident at 7:20 p.m. on February 9, 2013.

(b) The incident was reported at the Oakhill Ave Trailer Park, 72 Such Drive, by the Attleboro Fire Department.

(c) CMA First Responder Scott Buckley arrived at approximately 7:55 p.m. and CMA First Responder David Garnett arrived at approximately 8:04 p.m.

(d) First Responder David Garnett notified Logistics was in contact with Logistics between 8:39 and 8:53 p.m. regarding conditions present and status of curb valve location. Mr. Garnett did not need to request assistance because Logistics mobilized as of 7:34 p.m. under Jim Murphy's supervision.

(e) The narrative above details the times at which Logistics deployed additional personnel to the incident location.

(f) The narrative above details the times at which additional CMA personnel arrived at the incident location.

Exhibit 8

Odorization Test Results

ODOR LEVEL REPORT

Company	Month and Year
Columbia Gas of MA	2-2013
Operating Center	**Instrument Number**
Brockton	200100 9014

Odor Level Detection Equipment Test Results

Date	Location (e.g., address, PSID or Site ID, etc.)	Observer	%Gas in Effluent	
2/9/13	1123 OAK Hill AV ATT.	1747	T= 0.07 A= 0.10	HP
2/9/13	91 Such Dr ATT.	1747	T=0.05 A=0.09	HP
2/9/13	13 Millisa Dr ATT	Pressure	60 Lbs.	
			T=.09 A=.14	HP

Remarks:

Zack Desouza employee 1747

Exhibit 9

Pressure test of gas service

2/10/13

Jorge Santu on site.

Crew digging, cut off at CC and pressure test forward, if test holds, re-energize line.

Faustino home -

Inc. Sam bag still out there getting some rest.

Soap test good @ 3:23 AM CC

Need to get C.C Ball @ Taunton shops.

Cut pipe after C.C + pressure test forward.

PT on @ 3:52 AM 60#

4:10 found leak on HPC. Replaced HPC. and re-test

Test dropped again

11:00 Tomorrow Return to continue process

2/10/13 meter off @ 12:24 - Remark

EXHIBIT 10

State Fire Marshall Report

Massachusetts State Police
Report of Investigation

Case Number:	2013-117-0182	Controlling Case Number:	
Author:		Created On:	02/10/2013
Lead Investigator:	DESROCHERS Eric D	Assisted by:	FAGAN Michael P
Team:	South		
Agency Assist:	A25 MA FD	K-9:	A-K9

Date of Incident	02/09/2013	Time of Incident (approximate)	19:10 PM
Requested By:		Requested On:	
Organization	Attleboro Fire Department	Date	02/09/2013
Representative	Captain Birch	Time	20:00 PM
Email Address	chieflachance@cityofattleboro.us		

Case Type (codes)	A25 Assist - MA FD
Warrant	None
Property Type	Residential

Technical Assistance	Other
Bomb Technician	
Other	DPU- Jorge Santi

Street Address	71 Such Drive
City / Town	Attleboro
State	MA
Zip Code	02703

Case Status	C6 Closed Inconclusive
Approved By	
Approved On	
Adult(s) Charged	☐ 0
Juv. Charged	☐ 0
Comments	Incident involves a fire resulting from a natural gas leak that extending from the exterior to interior of a mobile home. Two adults occupied the building at the time of the fire. Both were able to evacuate without injury, however upon exiting the building [redacted] occupant goes into [redacted] Incident is first reported to FIU as natural gas explosion with fatality. Upon arrival update is

provided the [redacted] party was [redacted] and is at local [redacted] Fire originated on the exterior of the A/B corner. At the time this incident is being created scene examination remains ongoing. Joint investigation to continue between SFMO, APD, AFD and DPU.

People Allowed to Edit this Document: [Supervisors]

Created: 02/10/2013 01:42 AMby: Eric D Desrochers

Revision History

05/21/2013 00:01 DESROCHERS, Eric D requested status change from 01 Open Active I to C6 Closed Inconclusive.
05/22/2013 14:21 MCMAHON, Kevin J approved a Case Status change from 01 Open Active I to C6 Closed Inconclusive.

Attach external file(s) here:

Fire Investigation Summary Report

Case Number: 2013-117-0182
Controlling Case Number: None
Case Type: A25 Assist - MA FD

Report Creator: Eric D Desrochers
Lead Investigator(s): Eric D DESROCHERS Team: South

FIU Requested By: Captain Birch from Attleboro Fire Department
FIU Requested On:

Date and Time of Incident: 02/09/2013 at approximately 19:10 PM
Address/ Location of Incident: 71 Such Drive Attleboro, MA

Property Investigated

Type of Investigation: Fire
Type of Property: Residential

Protection Systems:
No Known Detection System Present
Smoke Detector: Not Operational
Comments:

Fire Source

Cause of Fire: Undetermined
Ignition: Unknown
Material Ignited: Natural gas vapors
Explanation:

NOTIFICATION & RESPONSE

1. On Saturday, February 9, 2013 at approximately 1910 hours the Attleboro Fire Department received multiple reports of a fire and/or explosion at 71 Such Drive. An alarm was struck and fire personnel responded under the command of Deputy Chief Greve. At the time of the alarm the weather was overcast and approximately 23 degrees with calm winds.

2. The site of the alarm was a residential building which faced onto Such Drive. For the purposes of this report this side of the building facing Such Drive shall be identified as Side A, with corresponding sides identified as B, C, and D respectively moving in a clockwise direction. Arriving units discovered heavy fire blowing from the exterior B/A corner of the building. Fire personnel also had to provide emergency medical services to an [redacted] occupant of the building who collapsed after evacuating the home. The occupant later identified as [redacted] DOB [redacted] was transported to [redacted] Hospital. Suppression operations were begun immediately. The fire was not quickly extinguished, it did require additional alarms. Fire Chief Scott Lachance took overall command of the fire scene. No death or injuries resulted as a direct result of this fire. Two adults were displaced by the fire. The fire did not extend to adjoining properties.

3. On Saturday, February 9, 2013 at approximately 2000 hours I was notified of the fire by Lt. Hogan of the Massachusetts State Police Troop "H" Headquarters, following notification I responded to the fire. Upon arrival I was met by Captain Birch (AFD), Det/Sgt. McDonald and Det. Michael MacNeil (APD), Troopers Michael Fagan of the Fire & Explosion Investigation Section and Eric Perez of the Bristol County Detective Unit. Jorge Santi of the Department of Public Utilities also responded to the scene. Together we initiated an investigation into the origin and cause of this fire. Tpr. Lance Mello of the Massachusetts State

Police Crime Scene Services Section assisted the investigation in documenting the scene through photography.

4. It is important to note that this was not an explosion, and was in fact an intense fire fueled by free flowing natural gas.

BUILDING INFORMATION

5. The site of the fire was a residential trailer constructed of space metal and topped with an asphalt shingled roof. It was sided with vinyl siding.

6. This property is located within a residential trailer park. The property is an own/lease agreement. The home owners, own the structures and everything within the structure. The management company for the park owns the actual land and leases same to the home owner.

7. The owners and sole occupants of the property were identified as Richard J. Beaulieu (DOB [redacted] and Eva L. Beaulie[redacted]. The property is insured through Foremost Insurance.

VICTIM INFORMATION

8. There are no deaths or injuries as a direct result of this fire. The investigation is aware that Mr. Beaulieu suffered a serious and ultimately life ending medical emergency. However, this occurred after evacuating the building, and was not a direct result of fire injury or smoke inhalation. Therefore for the purposes of this report Mr. Beaulieu will not be identified as a victim of this incident.

WITNESS STATEMENTS

9. With the exception of Columbia Gas personnel all interviews and witness statements were conducted by Tpr. Perez (Bristol SPDU) and Det. MacNeil (APD). Please refer to their reports for specific statements. Mr. Beaulieu was never able to be interviewed, due to his medical condition.

10. At the time of the fire I interviewed Ray Raggiani of Columbia Gas. Reggiani stated that he was in the area earlier in the day, but in another section of this trailer park for a gas odor call. Mr. Raggiani specifically states he received the complaint at approximately 3:19PM and responded to 126 Evmar Drive arriving at approximately 4:00PM. Raggiani investigated a specific complaint and found and rectified a small problem at 126 Evmar Drive. Raggioni clear at approximately 4:30PM, he states again this was a specific complaint in a specific location it was not a general odor call.

FIRE SCENE EXAMINATION

11. On the date of the fire a systematic examination of the fire scene was conducted, utilizing an exterior to interior, least damage to greatest damage methodology.

12. Side A of the property sustained heavy fire damage. The heaviest damage was located in the A/B corner of Side A. This section was not intact at the time of the investigation. Side B sustains heaviest fire damage in the B/A corner again the exterior walls in this area are not in tact. The natural gas meter is located on the exterior of the B/A corner. There is an obvious break in continuity of the meter. The feeder line extending from the ground is disconnected from the regulator. This regulator reduces the incoming gas from the 99 LB main to 1/4 of a lb for residential use. It appears this connection was sheared off in place, there is evidence that threaded piping is still in place within the regulator. The piping is bent away from the meter towards Side C of the property. A protective cement pole is in place on the A side of the meter to protect the meter from vehicles in the driveway. This pole however is also bent, and bent towards Side C. The damage to the pole appears to be old damage. Moving away from the B/A corner towards Side C the exterior wall is intact, however sustains heavy fire and heat damage. Significant smoke staining is present above the windows and entry door off the deck. Heavy heat damage extends up and out from the B Side windows to the entry area of the trailer. Smoke staining and fire damage is present on the interior side of the door and within the enclosed area where the water heater is stored. Smoke staining and significam heat damage is present extending up and out from the C Side windows. Throughout Side D smoke staining and heat damage is present extending up and out from the windows. There is also smoke staining and heat damage extending from low where the body of the trailer sits on the frame, where it joins the curtain.

13. Due to extensive fire damage and consumption of parts of the floor an interior scene examination was not conducted.

14. Tpr. Fagan deployed A-K9 Damian into the scene with no alerts.

15. With the assistance of the Department of Public Utilities a limited non- destructive field examination of the meter was conducted, with no definitive results, this examination was primarily visual. The exterior service leading to the meter was pressure tested and a leak was identified to the service supplying the next trailer down, and is not believed to be the source of this fire.

16. A vehicle parked in the driveway was examined and though some past damage was present, no damage was consistent with making contact with the gas meter. The investigation obtained information that Mr. Beaulieu was using his snow blower earlier in the day. This snow blower was located and also did not exhibit any damage or marks consistent with hitting another metallic object.

SAMPLES & ANALYSIS

16. No samples were taken from this scene. Upon completion of pressure testing, Columbia Gas retained possession of the gas meter.

CONCLUSIONS

17. Based upon the information developed through the investigation, it is this Trooper's opinion, that the origin of this fire was the natural gas vapors being emitted from the gas meter located on the exterior of the B/A corner. The investigation is unable to identify how the gas meter was damaged, however we know the damage did allow the high pressure release of natural gas. The investigation is also unable to identify what ignition source ignited the natural gas vapors. There was a natural gas fueled furnace located within this trailer, that could be competent to ignite the natural gas vapors, however this is simply unknown. This nor any other human intervention competent ignition source can be identified or ruled out. It is this Trooper's opinion that this fire is accidental in nature. This fire does not appear suspicious, and through a consensus of investigation team appears to be as a result of the damaged meter.

18. This Trooper respectfully requests this case be closed.

Respectfully submitted,

Eric D. Desrochers #3102
Trooper, Massachusetts State Police
Fire & Explosion Investigation Section

Evidence

No Evidence

Photos

Taken By: Fire Marshal's Office

Description / Explanation / Comments:
MSP CSSS Tpr. Mello

K-9

Description / Explanation / Comments:
Tpr. Fagan with A-K9 Damian

Occupants

BEAULIEU, Richard J – 71 Such Drive (1003 Oakhill Ave U71) Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown

BEAULIEU, Eva L – 71 Such Drive (1003 Oakhill Ave U71) Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown

Injuries

[redacted] – 71 Such Drive (1003 Oakhill Ave U71) Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown, Injury Status: Injured – Occupant

Owner

BEAULIEU, Richard J – 71 Such Drive (1003 Oakhill Ave U71) Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown

BEAULIEU, Eva L – 71 Such Drive (1003 Oakhill Ave U71) Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown

Reported By

PEREZ, Byron R – 1003 Oakhill Ave Unit 72 Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown

Discovered By

BEAULIEU, Richard J – 71 Such Drive (1003 Oakhill Ave U71) Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown

Witnesses

PEREZ, Byron R – 1003 Oakhill Ave Unit 72 Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown

PAYNE, Marie E – 1003 Oakhill Ave U90 Attleboro, MA 02703
DOB: [redacted] SSN: [redacted] Phone: Unknown

History for KMAATTLE16

Compton Dr., Attleboro, MA — Current Conditions

Daily Summary for February 9, 2013

« Previous Day | February 9 2013 View | Next Day »

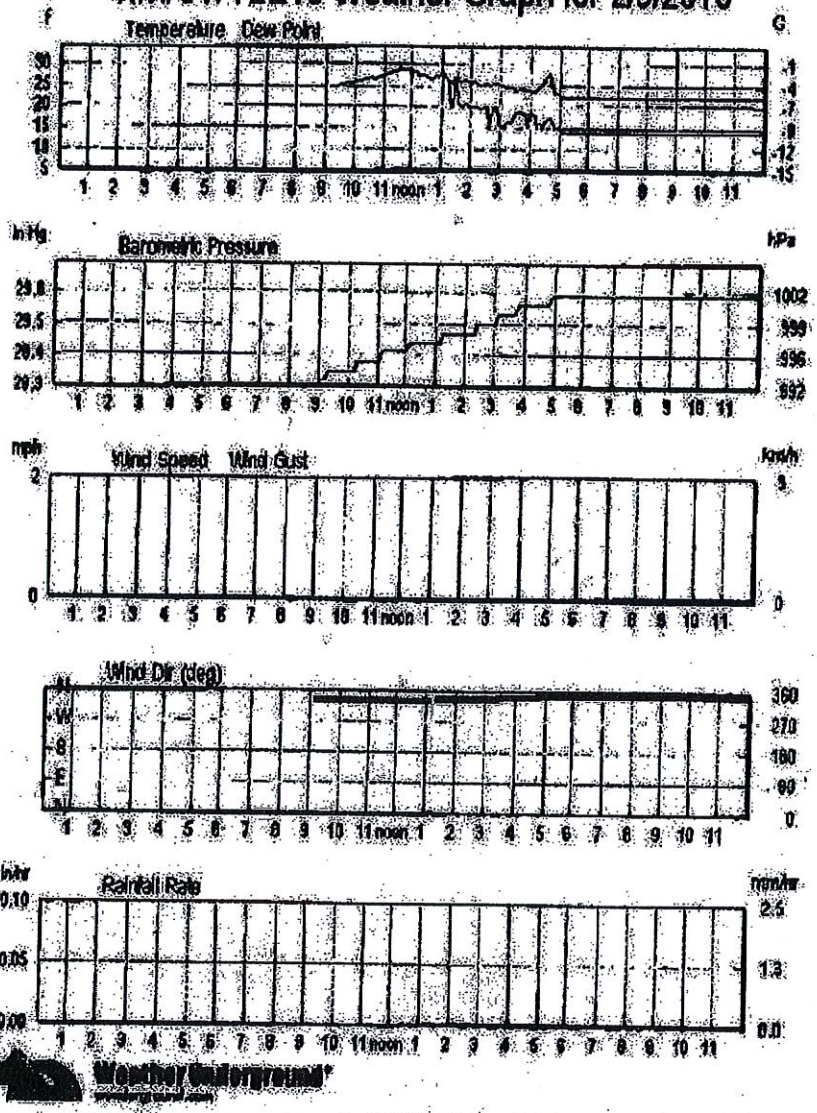
Daily | Weekly | Monthly | Yearly | Custom

	Current:	High:	Low:	Average:
Temperature:	52.8 °F	30.0 °F	23.3 °F	26.3 °F
Dew Point:	52.5 °F	30.0 °F	14.0 °F	19.7 °F
Humidity:	100%	100%	65%	80%
Wind Speed:	0.0mph	0.0mph	-	0.0mph
Wind Gust:	4.0mph	0.0mph	-	-
Wind:	SSW	-	-	South
Pressure:	29.56in	29.59in	29.32in	-
Precipitation:	0.00in			

Statistics for the rest of the month

	High:	Low:	Average:
Temperature:	55.0 °F	6.7 °F	30.4 °F
Dew Point:	49.9 °F	-17.9 °F	16.8 °F
Humidity:	100.0%	12.0%	69.7%
Wind Speed:	78.3mph from the SSW	-	2.4mph
Wind Gust:	79.3mph from the SSW	-	-
Wind:	-	-	SSE
Pressure:	30.15in	29.03in	-
Precipitation:	0.00in		

KMAATTLE16 Weather Graph for 2/9/2013



Copy This Report

Tabular Data for February 9, 2013

Time	Temp.	Dew Point	Pressure	Wind	Wind Speed	Wind Gust	Humidity	Rainfall Rate (Hourly)	Clouds
09:09	25.8 °F	25.8°F	29.32in	Calm		0.0mph	100%	0.00in / 0.00in total	
09:09	25.8 °F	25.8°F	29.32in	Calm		0.0mph	100%	0.00in / 0.00in total	
09:14	25.8 °F	25.8°F	29.32in	Calm		0.0mph	100%	0.00in / 0.00in total	

09:18	26.0 °F	26.0°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
09:23	26.0 °F	25.8°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
09:28	26.2 °F	26.2°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
09:33	26.4 °F	26.4°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
09:38	26.4 °F	26.4°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
09:43	26.5 °F	26.5°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
09:48	26.7 °F	26.7°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
09:53	26.7 °F	26.7°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
09:58	26.7 °F	26.7°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:03	26.9 °F	26.9°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:08	26.9 °F	26.9°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:13	27.1 °F	27.1°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:18	27.3 °F	27.3°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:23	27.3 °F	27.3°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:28	27.4 °F	27.4°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:33	27.6 °F	27.6°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:38	27.6 °F	27.6°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:43	27.6 °F	27.6°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:48	27.8 °F	27.8°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:53	28.0 °F	28.0°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
10:58	28.3 °F	28.3°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
11:03	28.5 °F	28.5°F	29.38in	Calm		0.0mph	100%	0.00in / 0.00in total
11:08	28.7 °F	28.7°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:13	28.7 °F	28.7°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:18	29.1 °F	29.1°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:23	29.1 °F	29.1°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:28	29.4 °F	29.4°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:33	30.0 °F	30.0°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:38	30.0 °F	30.0°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:43	29.6 °F	29.6°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:48	29.6 °F	29.6°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:53	30.0 °F	30.0°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
11:58	29.7 °F	29.7°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
12:03	29.1 °F	29.1°F	29.41in	Calm		0.0mph	100%	0.00in / 0.00in total
12:08	29.4 °F	29.4°F	29.44in	Calm		0.0mph	100%	0.00in / 0.00in total
12:13	29.3 °F	29.3°F	29.44in	Calm		0.0mph	100%	0.00in / 0.00in total
12:18	29.3 °F	29.3°F	29.44in	Calm		0.0mph	100%	0.00in / 0.00in total

15:28	25.1 °F	19.5°F	29.63in	Calm	0.0mph	79%	0.00in / 0.00in total	OVC090
15:33	24.8 °F	19.4°F	29.63in	Calm	0.0mph	79%	0.00in / 0.00in total	OVC090
15:38	25.3 °F	19.7°F	29.63in	Calm	0.0mph	79%	0.00in / 0.00in total	OVC090
15:43	25.8 °F	19.8°F	29.63in	Calm	0.0mph	79%	0.00in / 0.00in total	OVC090
15:48	25.8 °F	19.9°F	29.66in	Calm	0.0mph	79%	0.00in / 0.00in total	OVC090
15:53	24.9 °F	19.6°F	29.66in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC090
15:58	24.8 °F	19.4°F	29.66in	Calm	0.0mph	79%	0.00in / 0.00in total	OVC090
16:03	24.9 °F	19.4°F	29.66in	Calm	0.0mph	79%	0.00in / 0.00in total	OVC090
16:08	24.7 °F	19.2°F	29.66in	Calm	0.0mph	79%	0.00in / 0.00in total	OVC041
16:13	24.9 °F	16.6°F	29.66in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
16:18	25.6 °F	17.1°F	29.66in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
16:23	26.2 °F	18.1°F	29.66in	Calm	0.0mph	65%	0.00in / 0.00in total	OVC041
16:28	27.6 °F	17.4°F	29.66in	Calm	0.0mph	65%	0.00in / 0.00in total	OVC041
16:33	28.3 °F	18.1°F	29.66in	Calm	0.0mph	65%	0.00in / 0.00in total	OVC041
16:38	28.9 °F	18.6°F	29.66in	Calm	0.0mph	65%	0.00in / 0.00in total	OVC041
16:43	26.0 °F	17.1°F	29.66in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
16:48	24.2 °F	15.8°F	29.66in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
16:53	24.2 °F	15.8°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
16:58	24.2 °F	15.8°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:03	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:08	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:13	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:18	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:23	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:28	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:33	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:38	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:43	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:48	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:53	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
17:58	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:03	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:08	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:13	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:18	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:23	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:28	23.3 °F	14.9°F	29.69in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041

18:33	23.3 °F	14.9°F	29.59in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:38	23.3 °F	14.9°F	29.59in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:43	23.3 °F	14.9°F	29.59in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:48	23.3 °F	14.9°F	29.59in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:53	23.3 °F	14.9°F	29.59in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
18:58	23.3 °F	14.9°F	29.59in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
19:03	23.3 °F	14.9°F	29.59in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
19:08	23.3 °F	14.9°F	29.59in	Calm	0.0mph	70%	0.00in / 0.00in total	OVC041
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A FDID: 05016 | State: MA | Incident Date (MM DD YYYY): 02/09/2013 | Station: BC | Incident Number: 1300766 | Exposure: 0 | NFIRS - 1 Basic

B Location

Address Type: 1 - Street addred

Number/Milepost: 71 | Prefix: | Street or Highway: SUCH | Street Type: Drive | Suffix:

Apt./Suite/Room: | City: Attleboro | State: 00 | Zip Code: 02703

Census Tract: | Cross street or directions, as applicable:

C Incident Type

Incident Type: 121 - Fire in mobile home

D Aid Given or Received

Their FDID: | Their State: | Their Incident Number:

Type Aid Given or Received: N - None

E1 Dates & Times (Midnight is 0000)

	Month	Day	Year	Hour	Min	Seconds
Alarm	02	09	2013	19	11	
Arrival	02	09	2013	19	15	
Controlled						
Last Unit Cleared	02	09	2013	23	58	

E2 Shifts & Alarms

Local Option

Shift or platoon: B | Alarms: 1 | District: E4

E3 Special Studies

Local Option

Special Study ID: | Special Study Value:

F Actions Taken

11 - Extinguish
33 - Provide advanced life support (ALS)

Actions Taken

G1 Resources

[N] Check this box and skip this section if an Apparatus or Personnel item is used.

	Apparatus	Personnel
Suppression	9	18
EMS	0	0
Other	0	0

[N] Check box if resource counts include aid received resources.

G2 Estimated Dollar Losses & Values

LOSSES: Rounded to the Thousands, Optional to not use.

Property: $ 80000
Contents: $ 25000

PRE-INCIDENT VALUE: Optional

Property: $ 80000
Contents: $ 25000

H1 Casualties

	Deaths	Injuries
Fire Service	0	1
Civilian	1	0

H2 Detector: 0 - Unknown

H3 Hazardous Materials Release:

I Mixed Use Property:

J Property Use: 400 - Residential, other

K1 Person/Entity Involved

Mr., Ms., Mrs. | First Name | MI | Last Name | Suffix

Number | Prefix | Street or Highway | Street Type | Suffix

Post Office Box | Apt./Suite/Room | City

State | Zip Code | Business name (if applicable) | Area Code | Phone Number

K2 Owner

Mr., Ms., Mrs. | First Name | MI | Last Name | Suffix

Number | Prefix | Street or Highway | Street Type | Suffix

Post Office Box | Apt./Suite/Room | City

State | Zip Code | Business name (if applicable) | Area Code | Phone Number

A

FDID	State	Incident Date (MM DD YYYY)	Station	Incident Number	Exposure
05016	MA	02/09/2013	BC	1300766	0

NFIRS - 2 Fire

B Property Details

B1: 1 — Estimated number of residential living units in building of origin — N — Not Residential

B2: Number of buildings involved

B3: Acres burned (outside fires)

C On-Site Materials or Products

NNN - None

On-site materials

On-site materials use

D Ignition

D1: 75 - Wall assembly — Area of fire origin

D2: UU - Undetermined — Heat source

D3: UU - Undetermined — Item first ignited

D4: UU - Undetermined — Type of material first ignited

Confined to object of origin

E1 Cause of Ignition

5 - Cause under investigation — Cause of ignition

E2 Factors Contributing To Ignition

UU - Undetermined

Factors contributing to ignition

E3 Human Factors Contributing To Ignition

N - None

Estimated age of person involved

Gender of person involved

F1 Equipment Involved In Ignition

Equipment involved

Brand

Model

Serial #

Year

F2 Equipment Power

Equipment power source

F3 Equipment Portability

Equipment portability

G Fire Suppression Factors

Fire suppression factors

H1 Mobile Property Involved

Mobile property involved

H2 Mobile Property Type & Make

Mobile property type

Mobile property make

Mobile property model

Year

License plate number

State

VIN number

Local Use

A

FDID	State	Incident Date (MM DD YYYY)	Station	Incident Number	Exposure
05016	MA	02/09/2013	IBC	1300766	0

NFIRS-3 Structure Fire

I1 Structure Type
1 - Enclosed building
Structure type

I2 Building Status
2 - Occupied and operating
Building status

I3 Building Height
1
Total number of stories at or above grade
0
Total number of stories below grade

I4 Main Floor Size
500
Total square feet
OR
Length in feet BY Width in feet

J1 Fire Origin
1
Story of fire origin

J2 Fire Spread
4 - Confined to buil
Fire spread

J3 Number of Stories Damaged By Flame
0 Number of stories w/ minor damage (1 to 24% flame damage)
0 Number of stories w/ significant damage (25 to 49% flame damage)
0 Number of stories w/ heavy damage (50 to 74% flame damage)
0 Number of stories w/ extreme damage (75 to 100% flame damage)

K Material Contributing Most To Flame Spread
K1 54 - Flammable liquid/gas in c
Item contributing most to flame spread
K2 11 - Natural gas
Type of material contributing most to flame spread

L1 Presence of Detectors
U - Undetermined
Presence of detectors

L2 Detector Type
Detector type

L3 Detector Power Supply
Detector power supply

L4 Detector Operation
Detector operation

L5 Detector Effectiveness
Detector effectiveness

L6 Detector Failure Reason
Detector failure reason

M1 Presence of Automatic Extinguishment System
N - None Present
Presence of automatic extinguishment system (AES)

M2 Type of Automatic Extinguishment System
Type of automatic extinguishment system

M3 Automatic Extinguishment System Operation
Automatic extinguishment system operation

M4 Number of Sprinkler Heads Operating
Number of sprinkler heads operating

M5 Automatic Extinguishment System Failure Reason
Automatic extinguishment system failure reason

FDID	State	Incident Date (MM DD YYYY)	Station	Incident Number	Exposure	NFIRS - 9 Apparatus or Resources
05016	MA	02/09/2013	BC	1300766	0	

B Apparatus or Resource (Use codes listed below)	Dates and Times (Month Day Year Hour:Min)	Sent (X)	Number of People	Use (Check ONE box for each apparatus to indicate its main use at the incident)	Actions Taken
1 ID: ENG 4 Type: 11	Dispatch: 02/09/2013 19:11 Arrival: 02/09/2013 19:15 Clear:	X	2	1 - Suppress	11 33
2 ID: ENG 5 Type: 11	Dispatch: 02/09/2013 19:11 Arrival: 02/09/2013 19:19 Clear:	X	3	1 - Suppress	11 33
3 ID: CAR 2 Type: 92	Dispatch: 02/09/2013 19:11 Arrival: 02/09/2013 19:20 Clear:	X	1	1 - Suppress	11 33
4 ID: CAR 1 Type: 92	Dispatch: 02/09/2013 19:11 Arrival: 02/09/2013 19:22 Clear:	X	1	1 - Suppress	11 33
6 ID: ENG 1 Type: 11	Dispatch: 02/09/2013 19:11 Arrival: 02/09/2013 19:22 Clear: 02/09/2013 22:58	X	3	1 - Suppress	11 33
8 ID: RES 1 Type: 76	Dispatch: 02/09/2013 19:11 Arrival: 02/09/2013 19:24 Clear:	X	2	1 - Suppress	11 33
7 ID: TAD 1 Type: 12	Dispatch: 02/09/2013 19:11 Arrival: 02/09/2013 19:25 Clear:	X	2	1 - Suppress	11 33
5 ID: CAR 3 Type: 92	Dispatch: 02/09/2013 19:50 Arrival: 02/09/2013 20:03 Clear:	X	1	1 - Suppress	11 33
9 ID: ENG 6 Type: 11	Dispatch: 02/09/2013 22:16 Arrival: 02/09/2013 22:31 Clear:	X	3	1 - Suppress	11 33
10 ID: Type:	Dispatch: Arrival: Clear:				
11 ID: Type:	Dispatch: Arrival: Clear:				
12 ID: Type:	Dispatch: Arrival: Clear:				
13 ID: Type:	Dispatch: Arrival: Clear:				

A FDID: 05016 | State: MA | Incident Date (MM DD YYYY): 02/09/2013 | Station: BC | Incident Number: 13007666 | Exposure: 0 | NFIRS - 10 Personnel

B

Apparatus or Resource	Dates and Times (Month Day Year Hour/Min)	Sent [X]	Number of People	Use (Check ONE box for each apparatus to indicate its main use at the incident.)	Actions Taken (List up to 4 actions for each apparatus and each personnel.)
1 ID: ENG 4 Type: 11	Dispatch 02/09/2013 19:11 Arrival 02/09/2013 19:15 Clear	Sent [X]	12 #	1 - Suppression	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
850751	Brennick, Steven	FFP	X				
843091	Jacques, Paul	FF	X				

2 ID: ENG 5 Type: 11	Dispatch 02/09/2013 19:11 Arrival 02/09/2013 19:19 Clear	Sent [X]	3 #	1 - Suppression	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
50137	Aveiro, Carl	ACTCAPT	X				
50111	Capraro, David	FF	X				
863267	Poulliot, Daniel	FFE	X				

3 ID: CAR 2 Type: 92	Dispatch 02/09/2013 19:11 Arrival 02/09/2013 19:20 Clear	Sent [X]	1 #	1 - Suppression	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
50139	Greve, Edward	DC	X				

A FDID: 05016 | State: MA | Incident Date (MM DD YYYY): 02/09/2013 | Station: BC | Incident Number: 1300766 | Exposure: 0 | NFIRS - 10 Personnel

B Apparatus or Resource	Dates and Times (Month Day Year Hour/Min)	Sent [X]	Number of People	Use (Check ONE box for each apparatus to indicate its main use at the incident.)	Actions Taken (List up to 4 actions for each apparatus and each personnel.)
1 ID: CAR 1 Type: 92	Dispatch 02/09/2013 19:11 Arrival 02/09/2013 19:22 Clear	Sent: X	1 #	1 - Suppress	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
837257	Lachance, Scott	FC	X				

2 ID: ENG 1 Type: 11	Dispatch 02/09/2013 19:11 Arrival 02/09/2013 19:22 Clear 02/09/2013 22:58	Sent: X	3 #	1 - Suppress	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
50050	Jackson, Keith	CAP	X				
50266	Jolly, Gregory	FF	X				
50020	Trinidad, John	FF	X				

3 ID: RES 1 Type: 76	Dispatch 02/09/2013 19:11 Arrival 02/09/2013 19:24 Clear	Sent: X	2 #	1 - Suppress	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
869676	Priest, Gregory	FFP	X				
886938	Sabourin, Matthew	FFP	X				

A | 05016 (FDID) | MA (State) | 02/09/2013 (MM DD YYYY Incident Date) | BC (Station) | 13007666 (Incident Number) | 0 (Exposure) | NFIRS - 10 Personnel

B Apparatus or Resource	Dates and Times (Month Day Year Hours/Mins)	Sent [X]	Number of People	Use (Check ONE box for each apparatus to indicate its main use at the incident.)	Actions Taken (List up to 4 actions for each apparatus and each personnel.)
1 ID: LAD 1 Type: 12	Dispatch 02/09/2013 19:11 Arrival 02/09/2013 19:25 Clear	X	2 #	1 - Suppression	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
50229	Brodeur, Gary	FF	X				
854042	Nunes, Andrew	FFP	X				

2 ID: CAR 3 Type: 92	Dispatch 02/09/2013 19:50 Arrival 02/09/2013 20:03 Clear	Sent X	1 #	1 - Suppression	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
826293	Birch, Timothy	CAPT	X				

3 ID: ENG 6 Type: 11	Dispatch 02/09/2013 22:16 Arrival 02/09/2013 22:31 Clear	Sent X	3 #	1 - Suppression	11 33

Personnel ID	Name	Rank or Grade	Attend [X]	Action Taken	Action Taken	Action Taken	Action Taken
50135	Goyette, Roch	ACTCAPT	X				
877749	Jackson, Justin	FFP	X				
50084	Tondreau, Bruce	FF	X				

A | 05016 (FDID) | MA (State) | 02/09/2013 (MM DD YYYY Incident Date) | BC (Station) | 1300766 (Incident Number) | 0 (Exposure) | NFIRS - 11 Arson

B Agency Referred To

Street Address | Their Case Number | Agency Name | City | Their ORI | Agency Phone Number | State | Zip Code | Their Federal Identifier (FID) | Their FDID

C Case Status

Case Status

D Availability of Material First Ignited

Availability of Material First Ignited

E Suspected Motivation Factors

Suspected Motivation Factors

F Apparent Group Involvement

Apparent Group Involvement

G1 Entry Method

Entry Method

G2 Extent of Fire Involvement on Arrival

Extent of Fire Involvement

H Incendiary Devices

CONTAINER

Container

IGNITION/DELAY DEVICE

Ignition/Delay Device

FUEL

Fuel

I Other Investigative Information

Other Investigative Information

J Property Ownership

Property Ownership

K Initial Observations

Initial Observations

L Laboratory Used

Laboratory Used

M1 Subject Number

1

Subject Number

M3 Gender

Gender

M6 Family Type

Family Type

M8 Disposition of Person Under 18

Disposition of Person Under 18

M2 Age or Date of Birth

Age (in years)

OR

Month Day Year

M4 Race

Race

M5 Ethnicity

Ethnicity

M7 Motivation/Risk Factors

Motivation/Risk Factors

A

FDID	State	Incident Date (MM DD YYYY)	Station	Incident Number	Exposure
05016	MA	02/09/2013	BC	13000766	0

NFIRS Remarks

Remarks

TITLE:Dispatch [CRLF]North Attleboro Engine 5-South Station Coverage 1925-2047[CRLF]Seekonk Ladder-HQ Station Coverage 1955-[CRLF]Columbia Gas notified @ 1918-on scene @ 2000[CRLF]National Grid notified @ 1930-on scene 2024[CRLF]State Police on scene @ 2047[CRLF]Engine 6 staffed @2045[CRLF]Providence Canteen enroute 2056[CRLF]Fire Marshall on scene @ 2118[CRLF]Gas shut off @ 2120[CRLF]Fire Knocked down @ 2157[CRLF][CRLF]TITLE:Captain Birch [CRLF]Tuesday Feb. 12, 2013[CRLF][CRLF]I left my home on Sat. Feb. 9, 2013 at 1925 hours to investigate a fire/explosion and possible fatality in the Oak Hill Trailer Park at 71 Such Drive. [CRLF]Weather Conditions: Temperature for day High 23F / Low 14F and cloudy. Attleboro area had 24" of snow the previous day. Snow banks were high and roads were narrow. Access around trailer was difficult. There was no loss of power to the park during the storm.[CRLF][CRLF]I arrived on scene of incident at 2003 hours in Car 3 from Headquarters. I arrived on scene to find fire still actively burning. I did a face to face with the incident commander (Deputy Chief Ed Greve) at the front of the trailer fire along with Attleboro Police detective Jim Macdonald.The trailer is located in a park with 175 other trailers and is approximately 12' X 60'. There are 2 access roads to the park. One access road is from Oak Hill Avenue and the other access road is from Reynolds Ave. [CRLF]Exterior:[CRLF]I began to take pictures of the fire scene starting with the front and did several 360 degree walk arounds while the fire was still burning. Exposures of other trailers were on the "B" and "D" sides. Multiple sheds at rear of trailer. I first observed the natural gas meter piping in the front A/B corner of the trailer had broken or come apart and was on fire creating a blow torch effect. The trailer fire was extending and fire department personnel were operating hose lines from the exterior. The natural gas line was shut off by Columbia gas[CRLF]personnel at 2120 hours.[CRLF][CRLF]There were no signs of an explosion to the trailer. The walls were not bulging and windows were not shattered incuding adjacent trailers. There was no debris field and seams to trailer were not ripped, torn or pushed outward.[CRLF]1 snow covered car in driveway. Concrete pole that protects natural gas meter is bent.[CRLF][CRLF]Interior : Unable to enter. Structure not safe. Took some photographs of the interior from the exterior. Heat and smoke damage throughout.[CRLF][CRLF]1st arriving Crew-Engine 4 Firefighter-Paramedic Steven Brennick / Firefighter/EMT Paul Jacques observed bystanders performing CPR on [redacted] in the street. They both observed fire in the area of the A/B front corner exterior. They simultaneously performed CPR/ Fire Suppression.[CRLF][CRLF]Interviews:[CRLF] In Park office with Community Manager Tammy Feeney present [CRLF]at 2040 hours. Also present Detective Jim Macdonald.[CRLF]Occupant of 71 Such Drive: Eva Beaulieu - D.O.B. [redacted][CRLF]Eva Beaulieu reports: Both she and her husband Richard Beaulieu D.O.B. [redacted] were sitting in Living room area -heard a bang and he then went to side door to exit. He exited first and then she went to get her coat before exiting. She came out to [redacted] [CRLF]Husband used snowblower to clear the driveway..he started early..done before noon.[CRLF]No odors of natural gas throughout day. [CRLF]Plumber worked on furnace 2 weeks ago (Germaine Plumbing-Water Street- Attleboro)[CRLF][CRLF]Brian Germain from Germain Plumbing 64 Water Street-Attleboro [redacted][CRLF]Telephone interview on 2/12/2013 1115 hours[CRLF]Confirms repair work approximately 2 weeks ago to furnace-no heat call-short in the furnace-repaired by worker Ron Audette.[CRLF][CRLF]Byron Perez in office 2/9/13. D.O.B. [redacted] / phone: [redacted][CRLF]address: 72 Such Drive (side D of fire incident)[CRLF]reports he was lying in bed and heard boom. He came outside and seen flames underneath natural gas meter. Both Beaulieu's were still in house. Mr. Beaulieu walked out [illegible] and attempted to extinguish the fire. [CRLF][CRLF]Marie Payne of 90 Such Drive-

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Officer in charge ID	Signature	Position or rank	Assignment	Month	Day	Year
50139	Edward Greve	DC	1	02/16/2013		

Member making report ID	Signature	Position or rank	Assignment	Month	Day	Year
897647	Adam Meier	FFP	2	02/09/2013		